Mass Transit's Role and Potential for Providing Mobility in Indiana

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Indiana's transit agencies have mixed results

Public transit annual passenger miles for major Indiana urbanized areas			
City	*2000*	*2006*	*Change*
Fort Wayne	4,575,432	6,470,031	41.4%
Gary	4,310,726	1,799,832	-58.2%
Indianapolis	55,074,961	51,135,362	-7.2%
Muncie	3,692,936	5,032,782	36.3%
South Bend	6,390,778	12,303,371	92.5%
Total	74,044,833	76,741,378	3.6%
Source: National Transit Database			

Indianapolis' share of transit ridership has declined

Indianapolis' share of public transit use in Indiana			
	2000	*2006*	
Indianapolis	74.4%	66.6%	-10.4%
Other Large Cities	25.6%	33.4%	30.2%
Source: National Transit Database			

Who are Indiana transit agencies' customers?

Fares as share of total operating expenses among Indiana's major urban transit systems

City (2006)	*Operating Costs*	*Fares*	*Fare %*
Evansville	$5,307,101	$883,771	16.7%
Fort Wayne	$9,246,327	$1,055,860	11.4%
Gary	$7,731,919	$972,270	12.6%
Indianapolis	$44,169,414	$8,336,827	18.9%
Muncie	$6,055,497	$220,497	3.6%
South Bend	$9,135,446	$1,364,853	14.9%
Total	$81,645,704	$12,834,078	15.7%

Source: National Transit Database

Conclusions and suggestions for reform

1. Mass transit will not be a substitute for the automobile in the foreseeable future
2. Maintaining ridership depends on providing reliable, consistent, and high quality service
3. Transit is most successful when it recognizes and exploits core services
4. Niche markets will be critical for transit's future success
5. Transit needs a customer-based funding stream to ensure sustainable financing
6. The state should explore ways to allow independent competition in providing transit services